

PLANNING APPLICATIONS COMMITTEE January 2022

APPLICATION NO.

21/P1856

DATE VALID

27/05/2021

Address/Site: 192-202 Martin Way, Morden SM4 4AJ

Ward: Cannon Hill

Proposal: ERECTION OF AN ADDITIONAL STOREY TO PROVIDE 5 x SELF-CONTAINED FLATS, ALONG WITH REFUSE AND CYCLE STORAGE PROVISION.

Drawing No.'s: PR-L001. Rev C; PR-P001. Rev C; PR-P002. Rev C; PR-P003. Rev C; PR-P004. Rev C; PR-P005. Rev C; PR-E001. Rev C; PR-E002. Rev C; PR-E003. Rev C; PR-E004. Rev C; PR-S001 Rev C.

Contact Officer: Jourdan Alexander (020 8545 3122)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 43
- External consultations: 0
- Conservation area: No
- Listed building: No
- Archaeological priority zone: No
- Tree protection orders: No
- Controlled Parking Zone: No
- Flood Zone: Zone 1
- Designated Open Space: No
- Town Centre: No
- Public Transport Accessibility Level 2/3 (0 being the worst and 6 being excellent).

1. INTRODUCTION

- 1.1 This application is being brought to the Planning Applications Committee for determination due to number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is a corner plot located at the junction of Martin Way and Ashridge Way in Lower Morden. The application building 192-202 Martin Way is a detached building with a commercial parade occupying the ground floor level and residential flats on the first and second floors. There is a car park behind the building for use by the building's occupants.
- 2.2 The ground floor commercial makeup includes 4 separate units including a Sainsbury's Local. The first and second floor level contain 6 flats across each level, with each flat being 2 bedroom.
- 2.3 The surrounding area is in mixed use with a social and community club facility on the opposite side of Ashridge Way, and there is a mix of commercial units further east on Martin Way. There are also a large number of residential households surrounding the site. This includes dwellinghouses to the south and east of the site, and to west is Meretune Court, which is a large part three/part four storey block of flats.
- 2.4 The site is not located within a Controlled parking Zone (CPZ) and has a public transport access level (PTAL) of 2/3 (0 being poor and 6 being excellent). The site is within a 14 min walk to Morden Tube Station, and overall is considered to have fair connections by way of public transportation.

3. CURRENT PROPOSAL

- 3.1 The application seeks planning permission for erection of one additional storey to the building to provide 5 residential flats. Each of the flats would be 1 bedroom 1 person units and includes. The applicant proposes that the external walls of the extension to be a zinc cladding, with windows installed to the front, side and rear. A metal railing fence would be installed above the buildings front parapet in order to facilitate the use of the front section of roof for private external terrace areas for the occupants.
- 3.2 The application includes the installation of bin and cycle storage within the rear car parking area that fronts onto Ashridge Way.
- 3.3 The development would have the following approximate dimensions:
- Existing building height – approx. 8.0m
 - Proposed building height – approx. 10.5m
 - Building length – approx. 40m (same as existing)
 - Building width – approx. 14m (same as existing)

4. RELEVANT PLANNING HISTORY

- 4.1 21/P0463 – Pre-application advice for erection of additional two storeys under Class AA to Provide 12 Flats. Officer's advice – scheme cannot be considered under prior approval. Two additional storeys not supported, but a one storey addition may be acceptable subject to compliance with planning policies.
- 4.2 14/P3464 - Amalgamation of three shop units involving the erection of single storey rear extension and alterations to shopfront, including the installation of 1 x atm. Erection of first floor rear extensions to flats 200a and 202a with the provision of an outdoor amenity space at first floor level. Permission granted subject to Conditions on 29-10-2014.
- 4.3 13/P3192 - Application for a lawful development certificate for the existing use of the first floor as six flats. Certificate of Lawfulness issued on 17-12-2013.
- 4.4 99/P0110 - Erection of second floor extension to provide 6 no. two bedroom flats with rear parking and landscaping. Permission granted subject to Conditions on 02-08-1999.

5. CONSULTATION

- 5.1 Public consultation was undertaken by way of site notice and by post sent to neighbouring properties.
- 5.2 11 letters were received objecting to the proposal for the following reasons as summarised:
- I have concerns about safety with the increase of traffic and parking generated by the development.
 - The development will reduce daylight of other homes.
 - The building at 4 storeys would be too tall.
 - The development would be out of character for the area.
 - The development will block my view of the sky.
 - The traffic survey does not account for vehicles parked within the rear parking area of the site, and no allowances have been made for these vehicles given that cycle and refuse stores for the development would displace on site car parking.
 - The development will result in additional parking pressure on-street.
 - The proposal is considered over development.
 - The development would make it unviable for the commercial units at ground floor to operate.
 - The development would impact local sewage and drainage.
 - The proposal would increase refuse issues for the building.
 - It is not clear whether the units are designed for one person or two, and is it possible for an enforcement officer to enforce only 1 person to each unit.

- I am concerned about construction works and disturbance.
- I am concerned about structural issues with the building that may result by adding another level to the building. I am also concerned about damp and ventilation issues for the existing units.
- Consultation of the application missed many residents that live close-by to the site.

5.3 A letter was also submitted by the Wimbledon Swift Group providing advice on methods to improve swift population health.

5.4 Planning officer's comments – Planning objections are addressed more fully in the report below. In terms of impact from construction activity, all works would be expected to adhere to the Council's Construction Code of Practice. Adherence to a Working Method Statement and Construction Logistics Plan have been conditioned. In terms of noise and disturbance created during the building work, where they constitute a statutory nuisance they would be the responsibility of the Council's Environmental Health team. In terms of public consultation; all adjoining properties to the site were notified of the proposals as per legislative requirement for planning applications. All works would be expected to adhere to the Council's Construction Code of Practice. Adherence to a Working Method Statement and Construction Logistics Plan have been conditioned. With regards to impact on the fabric and integrity of the building; the applicant would need to ensure that they have all necessary permits and approvals for the works such as those relating to the Building Act.

5.5 LBM Transport Planner:

No objections, the parking survey results are acceptable for 5 x one bedroom flats.

6. POLICY CONTEXT

6.1 National Planning Policy Framework (2021)

- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

6.2 London Plan (2021)

Relevant policies include:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards

- D8 Public realm
- G6 Biodiversity and access to nature
- H1 Increasing housing supply
- H2 Small sites
- SI2 Minimising greenhouse gas emissions
- SI5 Water infrastructure
- SI13 Sustainable drainage
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6.1 Residential parking
- T7 Delivery servicing and construction

6.3 Merton Local Development Framework Core Strategy – 2011 (Core Strategy)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 12 Economic development
- CS 13 Open Space, Nature Conservation, Leisure and Culture
- CS 14 Design
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Active Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan – 2014 (SPP)

Relevant policies include:

- DM H2 Housing mix
- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM F2 Sustainable urban drainage systems
- DM O2 Nature conservation, trees, hedges and landscape features
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

6.5 Supplementary planning considerations

- London Housing SPG – 2016
- London Character and Context SPG -2014
- DCLG - Technical Housing Standards 2015
- Merton Small Site's Toolkit – 2021
- Merton Character Study - 2021

7. PLANNING CONSIDERATIONS

- 7.0 The application for an additional storey to the building has been made by way of a traditional planning application rather than under the new 'prior approval route'. The scheme would not benefit from prior approval because the existing

building has already been enlarged by a previous additional storey above the original building, refer Planning Application ref: 99/P0110.

7.1 Material Considerations:

The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the area.
- Impact upon neighbouring amenity.
- Standard of accommodation.
- Housing mix and affordable housing.
- Transport, parking, and refuse and cycle facilities.
- Sustainable design and construction.

Principle of development

7.2 Paragraph 1.4.5 of the London Plan (2021) states that to meet the growing need, London must seek to deliver new homes through a wide range of development options. Policy H1 'Increasing housing supply' marks an increase to Merton's 10 year targets for net housing completions, with the new target set at 9,180 or 918 homes per year. Policy D3 – 'Optimising site capacity through the design-led approach', states that incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

7.3 Given that the development seeks to add 5 additional residential units, increasing density within a building already providing residential accommodation at upper levels, the principle of development is considered to be acceptable, subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

Design and impact upon the character and appearance of the area

7.4 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policies CS14, DMD1 & DMD2 require that new development reflect the best elements of the character of the surrounding area, or have sufficient distinctive merit so that the development would contribute positively to the character and appearance of the built environment. Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

- 7.5 From front and side facing views the new storey would be appropriately set-in (0.8m) from the main building, respecting its mass and establishing itself as a secondary component, which does not seek to overwhelm its lower half. The works once completed would result in a building of 4 stories in height. The building of this scale would be reflective of the neighbouring building at Meretune Court, which is also over four stories, and therefore would appear of a comparable size at this location. The subject building, similar to the established Meretune Court building would also use articulation between levels to suitably break-up the perceived massing of the development, which is considered to work well. The zinc cladding to the additions rear and sides would provide a suitable finish to a recessed upper level.
- 7.6 The raised parapet around the building is also considered of good design, as it both allows the additional storey to appear lower in height on the main building, whilst doubling to enclose the balcony, with short metal railings above. Window and door openings to the upper floor align well with the windows of the existing building beneath, creating a clear sense of rhythm to the building which is welcome.
- 7.7 As viewed from the rear, the building would have the similar proportions to the existing building, given that the addition would be constructed in-line within the existing rear building line, finished in render, and with windows aligned with those beneath.
- 7.8 Planning officer's view the applicant's design and massing approach as acceptable, because it adequately integrates with the host building. It is noted that there is an existing flue on the rear elevation that extends from a commercial unit at ground floor to roof-level. This flue is not detailed within the proposed drawings. A condition is in place to secure details of this element including adaptations that may be required to the flue as part of the build.

Impact upon neighbouring amenity

- 7.9 London Plan policy D3 and SPP policy DM D2 state that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of surrounding land and buildings, particularly residential properties, in terms of loss of daylight or sunlight/overshadowing, quality of living conditions, privacy, visual intrusion, amenity space or noise. The impact of the proposal on neighbouring properties has been assessed as follows:

Ashridge Way

- 7.10 The south facing windows of the proposed flats would face towards residential properties along Ashridge Way. Views towards from these windows are not considered to unduly impact neighbour's existing levels of privacy, because the existing flats at first and second floor within the subject building already have windows facing towards these houses. The proposed flats would not create any new views noticeably different from that already attained from the building, and therefore impacts to these properties would be similar to that of the existing situation. A condition is in place requiring that the 1.7m barrier

shown on the drawings to be installed prior to occupation, to prevent the rear part of the roof being used as a terrace, thus protecting adjoining neighbour's privacy.

- 7.11 The increased height and bulk of the building would not be to such a degree to appear dominant or oppressive from neighbouring views. The proposal would not block light as the site is located directly north of Ashridge Way houses.

Martin Way

- 7.12 The social and community club facility to the east of the building, would not be harmed by the proposal. There would be sufficient separation from this facility to ensure that no close views would be created. In addition, the current use of the adjoining building would not be particularly sensitive to overlooking or other amenity impact created from a small residential development.
- 7.13 To the west of the site is Meretune Court, which steps down in height from 4 to 3 stories next to the subject building. It is noted that Meretune Court has windows within the eastern flank wall, which currently look onto the windowless flank wall of the subject building, which at 3 stories in height sits level with this part of Meretune Court. The proposed upper level would be recessed from the existing building's roof edge, this recess would be satisfactory in terms of alleviating potential enclosing impacts from the development. The additional storey does not propose any westward facing windows, and therefore no views would be created between the internal spaces of the proposed development and existing windows within Meretune Court.
- 7.14 The subject building is separated from the houses on the opposite side of Martin Way by approximately 25m. This distance would be adequate to safeguard existing levels of privacy because no close views would be created by the development.

Subject Building

- 7.15 The proposal would not impact the existing residential units within the subject building given that the massing of the development would be directly above the main roof, and therefore would not be visible from within the existing flats. It is acknowledged that there would be additional occupants within the building, and therefore a greater level of footfall on shared stair cores. However, given that the proposal only seeks to create 5 small units, suitable for individual use, the increased density from the development, along with any associated noise created would be no more than minor, and not harmful.
- 7.16 Lastly, the proposal would not impact the commercial operation of the business premises at ground floor.

Conclusion

7.17 Overall, the proposal with recommended conditions in place would safeguard the living conditions of adjoining neighbours, and therefore would comply with relevant local plan policy.

Standard of accommodation

7.18 London Plan policy D6 states that housing development should be of high quality design and provide adequately-sized rooms, with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners. The Sites and Policies Plan policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.

7.19 The table below provides a breakdown of the internal space for each flat along with private external amenity space.

Upper Level Flat	Type	GIA (sqm)	London Plan requirement for GIA (sqm)	External amenity space (sqm)
194C	1b/1p	37.99	37	6.4
196C	1b/1p	37.93	37	3.9
198C	1b/1p	37.09	37	3.9
200C	1b/1p	37.50	37	3.9
202C	1b/1p	37.76	37	19.0

7.20 All of the houses would meet Internal Space Standards (GIA), and would have adequately sized rooms and efficient room layouts, which are functional and fit for purpose (albeit compact) for single occupancy. All flats would have good outlook as well as receive high levels of daylight / sunlight being dual aspect with adequately sized windows. This arrangement would help to support a satisfactory standard of accommodation. There are no existing views from neighbouring buildings that would materially impact the privacy of the additional storey. In addition, given that these flats would be located at third floor level, noise and associated activity from the existing businesses occupying the ground floor of the building, should not be close enough to cause any undue disturbance to the new occupiers.

7.21 In terms of external amenity space, a narrow balcony (0.8m) would be provided along the front of the building, set behind a parapet wall. Although, three of the flats would have amenity spaces that fall below London Plan criteria, which requires amenity spaces to have a size of at least 5sqm for one person. Officer's view is that given the constraints of the site that includes a modest footprint in which the additional floor must be positioned, officers consider that some degree of flexibility be applied to the application of amenity space standards so as to provide a valuable outdoor area for the individuals who occupy the units, whilst retaining adequate internal floor areas. Furthermore, the building is within a short walk of Joseph Hood

Recreation Ground and therefore there are good levels of outdoor provision for the new occupants to complement private terraces.

Housing mix and affordable housing

- 7.22 In terms of housing mix, the scheme would provide 5 x one bedroom units. In assessing development proposals the Council will normally take account of Merton's Housing Strategy (2011-2015) borough level indicative proportions which are set out a split between one bedroom, two bedroom and 3+ bedroom units.
- 7.23 Although the proposal would not meet the Council's housing mix requirements, no objections are raised towards housing mix. This is because the development site does not lend itself favourably towards family sized accommodation, being a recessed upper level. In addition the proposal is for just 5 units, and would be compatible with the existing housing mix within the building, comprising small flats.
- 7.24 The scheme is not a major application as less than 10 dwellings are being created. There would therefore be no policy requirement for the applicant to provide affordable homes.

Transport, parking, and refuse and cycle facilities.

- 7.25 Core Strategy policy CS20 and SPP policy DM T3 require that developments would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.26 No on-site car parking is proposed within the development, and therefore the additional cars created through the proposal would need to park on-street. Whilst this can be problematic in many circumstances, no objections are likely to be raised towards transport and parking for the scheme proposed. This is because the scheme would be designed to accommodate only 5 individuals, of which many are unlikely to own a car. It is known that across all of Merton car ownership for households was between 60 and 70%, and car ownership levels are likely to be less than the above averages, for small units.
- 7.27 The applicant has commissioned a parking stress survey that identifies the number of available parking spaces on-street during different hours of the day. The survey has been reviewed by the Council's Transport Planner who concludes that the survey is satisfactory and that there is adequate on-street parking provision to accommodate the small number of cars that may be created by the proposal. As a result, the proposal is unlikely to result in undue parking stress to the detriment of neighbour amenity.
- 7.28 The proposed drawings show refuse and cycle stores positioned along the rear boundary wall. These facilities are located in a similar position to the existing refuse provision for the site. It is not considered that the bin and bike stores would result in displacement parking, given that available space to the

rear of the site would be kept to a largely similar size as existing. However, it is acknowledged that the applicant has not adequately detailed the retained and new refuse stores within the plans, and whether refuse would be amalgamated between the existing and new units. It is also unknown how refuse facilities would be incorporated with the new bike store whilst also retaining on-site parking. It is considered that an adequate solution to the above could be established, by way of conditions that require final details of refuse (retained and new) along with the new cycle storage. These conditions provide further opportunities for these aspects to be interrogated to ensure a robust solution comes forward.

- 7.29 It should be also be acknowledged that the site has moderate levels of public transport connection, with bus stations along Martin Way, and South Merton Train Station and Merton Tube Station a short walk away. Existing public transport facilities should provide reasonable levels of access to outside places without private vehicle use.
- 7.30 The additional storey would involve a reasonable amount of construction work, and therefore planning conditions are in place to secure a Construction Management and Logistics plans.

Sustainable design and construction

- 7.31 London Plan policies SI2 and SI5, and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.
- 7.32 As per CS policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day. It is recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

8. CONCLUSION

- 8.1 The proposal is considered to be acceptable in principle, providing 5 residential flats in line with planning policy. The proposal is considered to be acceptable in design, appropriately responding to the host building through proportions and finishing materials.
- 8.2 The proposal is considered to accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

RECOMMENDATION

Grant planning permission subject to conditions.

1. The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: [Refer to the schedule on page 1 of this report].

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. No development shall take place until details of the external flue at the rear of the building has been submitted to the local planning authority. These details shall show how the existing flue would be adapted to accommodate the development. No works which are the subject of this condition shall be carried out until the details are approved, and the flue shall be carried out in full accordance with the approved details. In addition, the flue shall be painted white to match the finish of the building's rear elevation.

Reason: To ensure a satisfactory appearance of the development, safeguard amenity, and to comply with the following Development Plan policies for Merton: policy D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

5. No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development

- the erection and maintenance of security hoarding including decorative
- displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

6. Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of construction and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policy T4 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011, and policy DM D2 and DM T2 of Merton's Sites and Policies Plan 2014.

7. No development shall take place until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. The details shall include the storage and recycling provisions for both the new units and existing units within the building, and shall also show the retained vehicle parking spaces on site. No works which are the subject of this condition shall be carried out until the scheme has been approved, and the development shall not be occupied until the scheme has been approved and has been carried out in full. Those facilities and measures shall thereafter be retained for use at all times from the date of first occupation.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2, DMT3 of Merton's Sites and Policies Plan 2014.

8. No development shall commence until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also show the retained vehicle parking spaces on site. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1, DMT3 of Merton's Sites and Policies Plan 2014.

9. The units hereby approved shall not be occupied until the 1.7m barrier, as shown within the approved drawings, has been fully installed, and shall be permanently retained as such thereafter.

Reason: to ensure appropriate levels of privacy for neighbouring occupiers, and to comply with policy D3 of the London Plan 2021, and policy DMD2 of the Sites and Policies Plan 2014.

10. The approved flats shall not be occupied until full details confirming that the development has achieved CO2 reductions of not less than a 19% improvement on Part L regulations 2013, and internal water consumption rates of no greater than 105 litres per person per day have been submitted to and approved by the local planning authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI2 and SI5 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.